



# Miami-Dade Transportation Plan (to the Year 2030)

## Financial Resources Review

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# 1.0 INTRODUCTION

## 1.1 Purpose

The Miami-Dade Metropolitan Planning Organization (MPO) is updating the Long Range Transportation Plan (LRTP) to year 2030 and, as such, is planning for potential capital investment in transportation infrastructure and for incremental operation and maintenance expense. This report provides a review of the financial resources that will be available and applied to transportation improvements and operations in Miami-Dade County through 2030. It is important to note, however, that some of the identified revenues have already been programmed and allocated to specific projects in the long range plans of various local agencies. For instance, all Miami-Dade Expressway (MDX) and Florida Turnpike Enterprise revenues are currently programmed by those agencies, and as such, do not represent available revenues to be applied to newly identified transportation needs in Miami-Dade County.

Major federal, state and local funding programs are described and the associated revenues are forecast through 2030. Specifically, this report describes:

- Federal funding programs;
- State of Florida Department of Transportation funding programs and revenue estimates including the State Turnpike program;
- Gas tax revenues & road impact fees;
- Local agency revenues;
- Summary of forecasted revenues; and
- Potential new local dedicated funding sources

## 1.2 Methodology

The State of Florida Department of Transportation (FDOT) guidelines were followed when estimating and presenting forecasted revenues. The FDOT last prepared long range revenue projections for the major state funding categories in 2001. The FDOT decided not to update these forecasts beyond 2001 because the anticipated state funding levels have not changed significantly and there have been no changes in federal funding levels, pending reauthorization of the federal transportation legislation. The prior FDOT estimates were used for this analysis and extended through 2030, based upon FDOT direction.

The FDOT provided state revenue estimates in five-year aggregates for the years 2006 through 2010, 2011 through 2015, 2016 through 2020, and 2021 through 2025 and, through extrapolation, for 2026 through 2030. Upon direction from the MPO, 2010 was selected as the first year for the revenue forecast for the 2030 LRTP. This will allow for a twenty-one year forecast and together with the updated TIP (2006-2009) will account for all future years through 2030. Revenue estimates for 2010 are shown individually and accounted for in the twenty one-year total. In cases where 2010 estimates were not available, the individual year was estimated

by taking 1/5<sup>th</sup> of the five year aggregate 2011-2015. These cases are noted in the respective summary tables.

Revenues for Miami Dade Transit (MDT) are based upon the most recently approved version of the PTP pro forma presented to the Board of County Commissioners (BCC) and the Citizens Independent Transportation Trust (CITT) in December 2003. It should be noted that this most recent version of the PTP pro forma includes periodic fare increases, beginning in 2007, proposed (not adopted) by MDT staff. It also represents a very large rail capital program (\$5.27 billion (2003\$) through 2033) which is subject to the availability of state and federal funding.

Revenues that flow through the County Public Works Department (PWD) – primarily gas tax revenues – were prepared in close collaboration with the appropriate analysts from the County Office of Management and Budget (OMB).

Any inflationary adjustments (either inflationary growth forecasts or inflationary adjusted discounted revenues) are based upon the Consumer Price Index (CPI) forecasts presented by FDOT in their March 2003 publication, “2002 Transportation Costs.” FDOT revenues were inflated from 2000 dollars to 2003 dollars using an estimated inflationary rate of 3.4 percent for 2001, 1.8 percent for 2002 and 2.3 percent for 2003. When applying a discount rate to inflated revenues, an average annual compounded discount rate of 2.77 percent was used, based upon the CPI estimates. All revenue forecasts have been discounted and stated in year 2003 dollars.

### ***1.3 Limitation of Analysis***

This financial resources review does not account for seaport, airport or rail freight improvements for Miami-Dade County.

This analysis describes only State FDOT revenues forecasted to flow to Miami-Dade County for capital improvement purposes (i.e. for State Capacity Program purposes). The analysis does not account for State FDOT operating and maintenance funds (i.e. the State Non-Capacity Program) that would be applied to facilities in Miami-Dade County. The State FDOT implements the Non-Capacity Program and associated operation and maintenance improvements throughout the State, and does not provide district-level revenue estimates for the Non-Capacity Program. According to the FDOT, the Department has estimated sufficient revenues to meet the Non-Capacity safety, preservation and support objectives through 2030 throughout the State, including each metropolitan area.

Any revenue estimates provided by the local agencies were not independently verified, but were accepted as accurate.

## 2.0 FEDERAL FUNDS

This section describes the federal revenue sources (i.e. the Highway Trust Fund) and federal funding programs whose revenues flow, either directly or through the State, to Miami-Dade County. Both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs are described below.

At the time of this 2030 LRTP update, the U.S. Congress is in the process of reauthorizing the federal funding legislation for transportation, which will specify new funding levels for the next several years as well as any changes in the transportation funding programs. The current federal funding transportation legislation, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), expired on September 30, 2003. After multiple extensions, the President most recently signed the "Surface Transportation Extension Act of 2004, Part V." The bill extends highway and transit funding through May 31, 2005. Prior to the new and approved legislation that replaces TEA-21, states and MPOs must refer to TEA-21 for a description of funding programs and authorized funding levels.

### ***2.1 Federal Highway Trust Fund Revenues and TEA-21***

As noted above, the following description of federal funding sources and programs is prepared within the current TEA-21 legislative framework. Funding programs for transportation may change and authorized funding levels for each program will change when Congress passes the new transportation legislation, which is likely to occur during calendar year 2004. Presented below is a general description of current federal transportation funds.

The Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956 (Pub. L. 84-627) primarily to ensure a dependable source of financing for the National System of Interstate and Defense Highways and also as the source of funding for the remainder of the Federal-aid Highway Program. Like other Federal trust funds, the HTF is a financing mechanism established by law to account for tax receipts that are collected by the Federal Government and are dedicated or "earmarked" for expenditure on special purposes. Originally, the HTF focused solely on highways, but later Congress determined that some revenues from the highway-user taxes dedicated to the HTF should be used to fund transit needs. As a result, the Mass Transit Account was created within the HTF effective April 1, 1983. Since that time, a portion of the revenues earmarked for the HTF has been credited specifically to the Mass Transit Account. Although never legally described and named, the portion of the Highway Trust Fund outside the Mass Transit Account has come to be called the Highway Account and receives all HTF receipts not specifically designated for the Mass Transit Account.

Tax revenues directed to the HTF are derived from excise taxes on highway motor fuel and truck related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. The Mass Transit Account receives a portion of the motor fuel taxes, usually 2.86 cents per gallon, as does the Leaking Underground Storage Tank Trust Fund, usually 0.1 cent per gallon. The General Fund receives 2.5 cents per gallon of the tax on gasoline and some other alcohol fuels plus an additional 0.6 cent per gallon for fuels that are at least 10 percent ethanol. The Highway Account receives the remaining portion of the fuel tax proceeds. For example, as of October 1, 1997, the 18.4 cents per gallon gasoline tax was split as follows: 2.86 cents per gallon to the Mass Transit

Account, 0.1 cent per gallon to the Leaking Underground Storage Tank Trust Fund, and 15.44 cents to the Highway Account. All of the receipts from the non-fuel taxes are deposited in the Highway Account.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) established funding authorization levels (i.e. funding levels which may be used for the respective programs) and obligation limitations (i.e. a restriction on the amount of federal assistance that may be promised or obligated during a specific period—a given year, for example) for highway and transit programs for fiscal years 1998 through 2003 and extended the legislative ability to collect revenues and deposit them in the HTF through 2005. Most notably, TEA-21 increased funding authorization levels and provided new budget categories for substantial portions of the transit and highway programs. The creation of the new budget categories is often referred to as putting up a “firewall” around the spending associated with the programs. The firewall ensures that the protected highway and transit programs no longer have to compete with other domestic discretionary programs (e.g. housing or education) for a place in the annual federal budget.

The budgetary firewall was instrumental in establishing “guaranteed” annual funding levels (or more accurately, obligation limitations) for both highway and transit programs. The guaranteed amount for highways has two components: the amount behind the highway budgetary firewall and the authorizations for programs exempt from obligation limitation—Emergency Relief and a portion (\$639 million per year) of the Minimum Guarantee. The guaranteed funding for transit programs has a single component—the firewall amount. The firewall amount for both the highway and transit programs is annually adjusted according to actual receipts credited to the HTF. Authorizations in TEA-21 for 1998 through 2003 exceed the guaranteed funding levels by \$5 billion for transit programs and \$15 billion for highway and all other programs. The Authorizations in excess of the guaranteed levels are in the budgetary “red zone” and remain part of the general discretionary budget category. Red zone funds may be made available through the annual budget and appropriations process and must compete with other budget priorities for their place in the budget each year.

Presented below are the guaranteed funding levels available for obligation as authorized in TEA-21.

**Table 2.1: Authorized Levels Guaranteed Available for Obligation  
(Millions—Year of expenditure dollars)**

Year	1998	1999	2000	2001	2002	2003	TOTAL
<u>Highways:</u>							
Firewall	\$21,841	\$25,883	\$26,629	\$27,158	\$27,767	\$28,233	\$157,511
Exempt	739	739	739	739	739	739	4,434
Total	22,580	26,622	27,368	27,897	28,506	28,972	161,945
<u>Transit:</u>							
Firewall	4,844	5,365	5,797	6,271	6,747	7,226	36,250
<b>TOTAL</b>	<b>\$27,424</b>	<b>\$31,987</b>	<b>\$33,165</b>	<b>\$34,168</b>	<b>\$35,253</b>	<b>\$36,198</b>	<b>\$198,195</b>

## ***2.2 Federal Highway Administration Funding Programs***

The Federal Highway Administration (FHWA), a unit of the U.S. Department of Transportation, provides federal financial assistance to the states to construct and improve the National Highway System, urban and rural roads, and bridges through the Federal-Aid Highway Program. While there are numerous programs within the Federal-Aid Highway Program, in terms of funding levels there are five major programs: National Highway System Program (NHS), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Interstate Maintenance Program (IM), and the Highway Bridge Replacement and Rehabilitation Program (HBRRP).

The Florida Department of Transportation (FDOT) receives Federal Revenues from these five major programs and allocates the applicable funds to the regional MPOs through specific FDOT funding programs. As described below, the FDOT combines the Department's major programs into two general categories: Capacity Programs and Non-Capacity Programs. Capacity Programs include each major FDOT program that expands the capacity of existing transportation systems. Non-Capacity Programs include the remaining FDOT programs that are designed to support, operate and maintain the state transportation system. MPOs are responsible for planning, and receive revenue estimates, only for those FDOT programs that are part of the Capacity Program. As such, only those federal funding programs that are part of the FDOT Capacity Program are described in this section.

The major FHWA federal funding programs, whose funds flow through the FDOT Capacity Program are: National Highway System Program (NHS), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ). A brief description of each of these three programs is provided below. The other two major FHWA funding programs, Interstate Maintenance Program (IM) and the Highway Bridge Replacement and Rehabilitation Program (HBRRP), provide funds that largely flow through the State Non-Capacity Program.

### **2.2.1 National Highway System Program (NHS)**

The NHS Program provides funding for improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. The federal share of project costs, under the NHS program, is 80 percent. If the funds are used for projects on the Interstate System, the federal share of project costs will be 90 percent (unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes, in which case the federal share will revert to the 80 percent level).

### **2.2.2 Surface Transportation Program (STP)**

The STP Program provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Within the STP program there exists a 10 percent setaside of STP funds for safety improvement projects including railway-highway crossings and a 10 percent setaside for transportation enhancements. The federal share of project costs, under the STP program, is 80 percent. If the funds are used for projects on the Interstate System, the federal share of project costs will be 90 percent (unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes, in which case the federal share will revert to the 80 percent level).

### **2.2.3 Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. CMAQ funds enjoy flexible applications with respect to projects that meet the broad goals of the program. The funds are not available for construction of new highway lanes, except HOV lanes, in non-attainment areas. The federal share of project costs, under the STP program, is 80 percent, unless the funds are used for projects on the Interstate System, in which case the federal share of project costs will be 90 percent.

It is important to note that the EPA recently changed the methodology used to test for air quality from a one-hour standard to an eight-hour standard test. Areas that had been designated as non-attainment or maintenance areas in the past may now be considered attainment areas, limiting their eligibility for the majority of CMAQ funds. At this time Congress is considering language to the transportation bill that allows for areas that had previously been designated as non-attainment or maintenance to remain eligible for CMAQ funds.

## **2.3 Federal Transit Administration Funding Programs**

There exist two major funding sources for transit that flow directly to the MPO or the local transit agency: the Section 5307 Urbanized Area Formula Grants Program and the Section 5309 “New Starts” Transit Capital Investment Grants and Loans Program. This section briefly describes each program and the pertinent project eligibility requirements.

### **2.3.1 Section 5307 Urbanized Area Formula Grants Program:**

The 5307 formula grants program provides transit capital and operating assistance to urbanized areas with populations of more than 50,000. Annual grant funds are based on various demographic, level of service, and ridership variables. The Transportation Equity Act for the 21st Century (TEA-21) provided a significant increase in nationwide funding, with guaranteed funding levels growing by 49 percent from FY98 to FY03. TEA-21 limits the application of these grants to capital purposes (e.g., bus and rail vehicle replacement and facility recapitalization), but preventative maintenance expenses in the operating budget may be considered as “capital” for this purpose. This broad definition of “capital” expense effectively allows transit agencies the option of funding operations from Section 5307 funds, thereby providing great flexibility from this funding source.

Also, TEA-21 established a new transit enhancement program under the Section 5307 program where, in urbanized areas with populations of 200,000 or more, at least one percent of the Section 5307 funds apportioned each fiscal year shall be used for activities defined as transit enhancements.

Miami-Dade Transit (MDT) receives Section 5307 funds directly from the FTA and applies them to their capital and operating programs. MDT has forecasted the amount of Section 5307 funds that they plan to receive through 2030 in the current PTP pro forma. These Section 5307 revenue forecasts, and other MDT revenues, are described in Table 5.1.1.

### **2.3.2 Section 5309 “New Starts” Transit Capital Investment Grants and Loans Program:**

These discretionary grants programs provide transit capital assistance for new fixed guideway systems and extensions to existing fixed guideway systems (New Starts), fixed guideway modernization, and bus and bus related facilities.

*New Starts*—These discretionary grants are derived as a percentage of the cost of each rail extension project. The current statutory maximum Federal participation is 80 percent. In practice, the actual amount for recent projects has been considerably less. As of the spring of 1998, the average Federal match for the five New Starts projects with Full Funding Grant Agreements and the 14 projects in preliminary engineering was 55 percent. Some of these projects had a Federal participation below 50 percent. TEA-21 limits the amount of New Starts funding that can be used for purposes other than final design and construction (e.g., planning and preliminary engineering) to 8 percent of the amounts made available for the program.

*Fixed Guideway Modernization*—This component of the Section 5309 program provides discretionary grants that are derived by formula, a function of vehicle revenue miles and route miles. These funds may be applied to a wide array of capital improvements to existing fixed guideway systems.

*Section 5309 Bus Related*—These discretionary grants are applied to the purchase of buses and bus-related assets.

Miami-Dade Transit (MDT) receives each category of Section 5309 funds directly from the FTA. MDT has forecasted the amount of Section 5309 funds that they plan to receive through 2030 in the current PTP pro forma. These Section 5309 revenue forecasts, and other MDT revenues, are described in Table 5.1.1.

### **3.0 STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FUNDING SOURCES**

This section describes the State transportation funding programs and the forecasted revenues, developed by the Florida Department of Transportation (FDOT), that are projected to flow to the Miami-Dade County through year 2030. Revenues that are distributed by the FDOT are comprised of three major funding-source categories: federal, state, and turnpike. Federal funds include all federal aid (e.g. Surface Transportation Program, and Congestion Mitigation and Air Quality Improvement Program) that pass through the State Work Program (i.e. the State's transportation program that details projects and program funding for a five-year period), including state dollars used to match federal aid. Turnpike funds include proceeds from turnpike tolls, bonds sold for turnpike activities, and concession revenues. Turnpike funds must be applied to improvements on the State turnpike system. State funds include the remaining state revenues (net of funds used to match federal aid), such as motor fuel taxes, motor vehicle fees, and right-of-way bonds.

#### ***3.1 State Program Revenue Estimates***

The FDOT prepared long range revenue projections for the major funding categories based upon the State's Adopted Work Program, current federal and state legislation, the federal aid forecast, and Department policies regarding revenue forecasting. These FDOT revenue forecasts were last developed in 2001. The FDOT has decided not to update these forecasts because the anticipated state funding levels have not changed significantly and there have been no changes in federal funding levels, pending reauthorization of the federal transportation legislation.

The Florida Department of Transportation (FDOT) has advised the regional MPOs throughout the State to use the 2025 FDOT funding forecasts that were developed in 2001 for the 2025 / 2030 LRTP update purposes. Also, according to the FDOT, the 2025 FDOT funding forecast may be extended to 2030 based upon an extrapolation of the 2025 estimates. This revenue estimate extrapolation was done using a straight-line growth assumption, based upon the average growth rate of the final five years of the original 2025 forecast. 2010 revenue estimates were found by taking 20% of 2011-2015 revenues. All revenues have been discounted, by FDOT, using FDOT inflation adjustment factors and are stated in fiscal year 2003 dollars.

FDOT combines the Department's major programs into two general categories: Capacity Programs and Non-Capacity Programs. Capacity Programs include each major FDOT program that expands the capacity of existing transportation systems. Non-Capacity Programs include the remaining FDOT programs that are designed to support, operate and maintain the state transportation system. The FDOT, based upon input from local MPOs, takes the lead in developing and administering a statewide Non-Capacity Program. According to the FDOT, the Department has estimated sufficient revenues to meet safety, preservation and support objectives through 2030 throughout the state, including each metropolitan area. It is not necessary for MPOs to identify projects for these programs, so revenue estimates for these activities have not been developed for metropolitan areas. Accordingly, with regard to state programs and state funding, MPOs need only identify projects that are funded through state Capacity Programs.

Figure 3.1 describes the specific programs within both the Capacity Program and the Non-Capacity Program.

**Figure 3.1 Major Florida Department of Transportation Programs**

Capacity Programs	Non-Capacity Programs
<p><u>Florida Intrastate Highway System (FIHS)</u> - Construction, improvements, and associated right of way on the FIHS (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce).</p> <p><u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation. Any "air" (e.g. runway expansion) or "land" (e.g. access improvements) improvement must take place on airport facility land.</p> <p><u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities</p> <p><u>Intermodal Access</u> - Improving access to intermodal facilities and acquisition of associated rights of way.</p> <p><u>Seaport Development</u> - Funding for the development of eligible deep water ports, including projects such as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.</p> <p><u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of FIHS. Also includes funding for the Economic Development Program, the County Incentive Grant Program and the Small County Outreach Program.</p> <p><u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.</p>	<p><u>Safety</u> - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis</p> <p><u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.</p> <p><u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (e.g., on local government bridges not on the State Highway System).</p> <p><u>Product Support</u> - Planning and engineering activities required to "produce" the Departments products and services (i.e., each capacity program, Safety, Resurfacing, and Bridge Programs).</p> <p><u>Operations &amp; Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.</p> <p><u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).</p>

Source: FDOT Revenue Forecast Handbook, February 2001

For the purpose of updating long-range plans, the FDOT has developed metropolitan revenue forecasts for most of the Capacity Programs. The metropolitan estimates are summarized into 5 fiscal year periods. 2010 estimates are shown individually. The FDOT suggests that MPOs allow leeway for the estimates for these time periods (e.g. within 10 percent of the funds estimated for that period). At the same time, the FDOT suggests that MPO plans be constrained by total revenue over the 21-year period. As such, the Miami-Dade MPO plan has provided some flexibility in the flow of funds across different fiscal years, yet has developed a long-range plan that is constrained by the total forecasted revenue. Table 3.1 presents the FDOT forecasted revenues for the Miami-Dade County for each of the Capacity Programs. All dollar estimates are stated in year 2003 dollars.

**Table 3.1 Amounts and Categories of Capacity Program Estimates**

	<b>FDOT Capacity Program Revenue Forecast FY 2010 - 2030</b> <b>Estimates for Miami-Dade County</b> <b>(Millions, 2003\$)</b>					
<b>CAPACITY PROGRAM AREAS</b>	<b>FY 2010 Subtotal</b>	<b>FYs 11-15 Subtotal</b>	<b>FYs 16-20 Subtotal</b>	<b>FYs 21-25 Subtotal</b>	<b>FYs 26-30 Subtotal</b>	<b>21 Year Total</b>
FIHS Construction/ROW	\$ 64.8	\$ 324.0	\$ 307.2	\$ 270.8	\$ 238.7	\$ 1,205.5
Rail	-	-	-	-	-	\$ -
Intermodal Access	5.7	28.5	34.5	39.3	44.8	\$ 152.8
Other Arterial Construction/ROW	109.8	549.0	513.2	491.0	469.8	\$ 2,132.8
Transit	18.3	91.3	90.9	90.3	89.8	\$ 380.6
<b>TOTAL CAPACITY PROGRAMS</b>	<b>\$ 198.6</b>	<b>\$ 992.8</b>	<b>\$ 945.8</b>	<b>\$ 891.4</b>	<b>\$ 843.1</b>	<b>\$ 3,871.8</b>

Source: Based on FDOT estimates, February 2001: Extended through 2030 and inflated to 2003\$; 2010 estimate equals one-fifth of 2011-2015

The FDOT also funds the Seaport Development Program and provides funds in support of aviation improvements in Miami-Dade County. Revenue estimates for these Capacity Programs are not included in this financial resources review.

### ***3.2 State FDOT Program Descriptions and Project Eligibility***

This section presents a brief description of each major sub-program under the State Capacity Program, and describes what types of planned projects and programs are eligible for funding across the different major sub-programs. Additionally, the composition of funds (i.e. federal, state and turnpike) that flow to the subprograms are estimated. These estimates were obtained through conversations with State FDOT officials and through documentation provided by them. These estimates represent the composition of funds that flow to each sub-program at the state level, and may not be precisely accurate when applied to local MPO allocations.

The FDOT subdivides the state Capacity Programs into two additional areas of focus: Economic Competitiveness and Quality of Life goals. Planning and project identification responsibilities are divided between the State and the MPO across the two programs. The Economic Competitiveness program includes projects that help strengthen the State's comparative economic position and include the following major programs: FIHS Construction/ROW, Aviation, Rail, and Intermodal Access. The FDOT has "taken the lead" in identification of planned projects and programs that support the Economic Competitiveness Goal and will provide detailed information to MPOs. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs.

MPOs have been requested to "take the lead" in identification of planned projects and programs for the major programs that support the Quality of Life Goal. These programs include: Other Arterial Construction and Right of Way (ROW), and Transit.

The programs described below are presented under the subcategories of Economic Competitiveness, and Quality of Life goals.

### 3.2.1 Economic Competitiveness Goals

#### 3.2.1.1 *FIHS Construction and Right-of-Way*

As a statewide Economic Competitiveness Goal, The FDOT “takes the lead” in identifying projects that are consistent with the FIHS Construction and ROW Program. The Florida Intrastate Highway System (FIHS) is a component of the State Highway System. It consists of 3,792 miles of existing Interstate, Turnpike, other expressways and major arterial highways, and 282 miles, statewide, of proposed new roads (FDOT Revenue Forecast Handbook, 2001). Its primary purpose is to serve interstate and regional commerce and long distance trips. Metropolitan plans and programs for the FIHS should be consistent with the current FIHS Cost Feasible Plan, as provided to each MPO. Public transportation, intermodal access, and seaport development projects may be funded under this program, provided that they are included in the current FIHS Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:

- Construction of additional lanes;
- The capacity improvement component of interchange modifications;
- New interchanges;
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
- Bridge replacement for which the essential purpose is to provide increased capacity;
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems;
- The preferred alternative defined by an approved multimodal Interstate Master Plan; and
- New weight and weigh-in-motion stations and rest areas.

The following activities are not eligible for funding from the FIHS Construction and Right-of-Way program estimates: planning and engineering in FIHS corridors (see Figure 3.1), highway/road construction and right-of-way acquisition not listed above, and support activities to acquire right-of-way (see Figure 3.1).

Based upon state level estimates, the FIHS Construction and Right-of-Way program is funded with 63 percent federal aid funds (NHS funds), 25 percent state funds, and 12 percent turnpike funds. All state Turnpike funds must be applied to state turnpike improvements. The FIHS program is the only program that receives state turnpike funds. State turnpike funding estimates have not been included in table 3.1.

### 3.2.1.2 *Rail*

The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding include:

- Assistance with acquisition of rail corridors;
- Assistance with development of fixed guideway systems;
- Assistance with rail passenger services including all aspects of intercity, and commuter rail development;
- Rehabilitation of rail branch lines where economically justified; and
- Improvement of warning devices at public rail-highway grade crossings.

The following activities are not eligible for funding from the Rail program estimates: planning and engineering to support state programs, financial and technical assistance for rail projects, and programs not specified above.

### 3.2.1.3 *Intermodal Access*

The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:

- Assistance with improving access to seaports and airports, particularly through highway and rail improvements; and
- Assistance with development of intermodal terminals and facilities.

The following activities are not eligible for funding from the Intermodal Access program estimates: planning and engineering to support state programs, financial and technical assistance for intermodal access plans, and programs not specified above.

### 3.2.1.4 *Strategic Intermodal System*

The 2003 Florida Legislature enacted Sections 339.61-64, Florida Statutes that created the Florida Strategic Intermodal System, and adopted by reference the SIS Steering Committee's recommendations for designation criteria that established the initial statewide system of SIS hubs and corridors. The statutes also directed the Florida Department of Transportation to develop a strategic plan for funding and managing the SIS, with input from external transportation partners. The need for a Strategic Intermodal System was identified by various entities with an interest in the funding of key transportation systems throughout the state. Among these entities were the Stakeholders Task Force, the Florida Chamber Foundation and the Transportation and

Land Use Committee. Input from these entities led to the updated 2020 Florida Transportation Plan – Long range objective under the economic competitiveness goal.

The 2020 Florida Transportation Plan identified significant changes that will occur over the next 20 years. Meeting the needs generated by dynamic growth anticipated throughout the state – by 2020 Florida will add about 5 million new residents, imports and exports are expected to double, and the number of tourists is expected to reach nearly 85 million – will require investments of statewide funds in a well-planned transportation system that efficiently connects the various forms of travel. The 2020 Florida Transportation Plan states that limited resources must be focused on statewide and regional priorities that are essential to Florida’s economy and quality of life.

The Strategic Intermodal System calls for a transportation system that is made up of statewide and regionally significant facilities and services (strategic). Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal). Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).

It is expected that the SIS will be used for the purposes of: targeting expenditures to help the State's economic competitiveness, including increased corridor emphasis in planning and funding projects; applying innovative policies and technologies, including Intelligent Transportation Systems; clarifying the State's roles and responsibilities on and off this system; providing input to the next update of the Florida Transportation Plan (2025). Existing statewide aviation, highway, intermodal, rail, seaport, space, transit plans and consideration of accommodations for bicycles and pedestrians will provide the basis of the Florida Strategic Intermodal System Plan.

The FDOT Office of Policy Planning was assigned the lead responsibility to complete these legislated tasks and to facilitate extensive in-house, public and partner involvement. External partners included the Florida Transportation Commission, which provided overall policy direction and innovation; the Metropolitan Planning Organization Advisory Council; the Statewide Intermodal Transportation Advisory Committee (SITAC); the Regional Planning Councils, other state and regional entities; and public and private entities representing all forms of transportation, which identified significant transportation facilities and modal linkages and options. Other FDOT Central and District Offices providing input through participation in a Multimodal advisory team, subcommittees and task teams.

The SIS has identified the following major challenges going forward:

- Reaching agreement on policies to guide decisions related to the Strategic Intermodal System.
- Reaching consensus on system criteria and the facilities to be included on the map.
- Reaching agreement on funding and priorities to implement the system.

### 3.2.2 Quality of Life Goals

#### 3.2.2.1 *Other Arterial Construction and Right of Way*

The primary purpose of this major program is to fund improvements on the part of the State Highway System, or SHS, that is not designated as the FIHS. The approximately 8,000 miles (statewide) of non-FIHS highways represent about 68% of the current SHS. Projects and programs eligible for funding include:

- Construction and traffic operations improvements on the SHS that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes;
- Acquisition of land necessary to support the SHS construction and bridge programs;
- Acquisition of land in SHS corridors on an advanced basis (before construction is funded in the 5-year Work Program);
- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

The following activities are not eligible for funding from the Other Arterial Construction and Right-of-Way program estimates: planning and engineering in SHS corridors, highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way, land acquisition for airports, and land acquisition for railroad.

Based upon state level estimates, the Other Arterial Construction and Right-of-Way program is funded with 15 percent Federal CMAQ funds, 30 percent Federal STP funds, 3 percent Enhancement funds, 46 percent state funds, and 6 percent “other” unspecified federal funds.

There exists a great deal of local discretion and flexibility in how funds from the Other Arterial Construction and Right-of-Way program are applied. For example, all of the funds may be applied to transit improvements (either capital improvements or operations). If a District decided to use all Other Arterial Construction and Right-of-Way program funds on transit, they would effectively be transferring those funds to the Transit program and the funds would then be subject to the eligibility requirements under the Transit program. Conversely, all funds may be applied to roadway improvements. With regard to roadway improvements, state funds may only be applied to road improvements upon the state highway system (SHS) and not to county roadway improvements. Therefore, if all Other Arterial Construction and Right-of-Way program funds were applied to roadway improvements, only 54 percent (the non-state share) could be applied to county roadway improvements, with the remaining 46 percent (the state share) of program funds going to SHS improvements.

Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the District and the State.

#### *3.2.2.2 Transit*

The state provides technical and operating/capital assistance to transit, paratransit and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program;
- Service Development projects, which are special projects that can receive initial funding from the state;
- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor;
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy; and
- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.

The following activities are not eligible for funding from the Transit program estimates: planning and engineering to support state programs, and federally funded financial and technical assistance for transit plans and programs for those funds that are not typically included in the state 5-year Work Program (e.g., federal funds for operating assistance).

Based upon state level estimates, the Transit program is funded with 12 percent federal funds (Special needs/Disabilities Program and some flexible funding programs), and 88 percent State funds.

### ***3.3 State of Florida Turnpike Program***

Florida's Turnpike has played a major role in meeting the transportation needs of South Florida over the last 45 years. With the Turnpike opening in 1957, nearly 7 million patrons used Florida's Turnpike during its first year of operation. Today, the Turnpike annually serves over 400 million patrons, or more than one million patrons per day. About half of these are served daily in South Florida. To meet this significant increase in traffic growth, the Turnpike continues to fund projects in South Florida.

Officials from Florida's Turnpike Enterprise provided long term projections of net revenues available to support investment in Miami-Dade. Net revenues are defined as gross revenues (i.e. tolls and concessions) less operating and maintenance expenses. Net revenues are used for a number of projects such as capacity improvements (widening and interchange improvements), safety, SunPass improvements, ITS development, preservation activities such as resurfacing and rehabilitation and annual debt service. Florida's Turnpike Enterprise has a coordinated process in place to appropriate the revenues to needed transportation projects in Miami-Dade County. All revenues presented below must be used for Turnpike improvements and are currently obligated to transportation investments within the Enterprises' long range plan.

**Table 3.3 Florida Turnpike Enterprise Net Revenue Estimates**

	State Turnpike Enterprise Forecasted Revenues FY 2010-2030 (Thousands, 2003 \$'s)					
State Turnpike Enterprise	FY 2010 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	21-Year Total
<b>NET REVENUES (1)</b>	<b>62,073</b>	<b>302,565</b>	<b>275,904</b>	<b>241,144</b>	<b>204,312</b>	<b>1,085,999</b>
(1) Net revenues provided by Florida Turnpike Enterprise						

## 4.0 DEDICATED GAS TAXES & ROAD IMPACT FEES

There are five gas taxes in the State of Florida which directly provide revenue for transportation improvements to Florida counties:

- Constitutional Gas Tax (also known as the “Secondary Gas Tax”)
- County Gas Tax
- Local Option Six-Cent Gas Tax (the “6-Cent LOGT”)
- Ninth-Cent Gas Tax
- Capital Improvement Local Option Gas Tax (the “5-Cent LOGT”)

The first two gas taxes are imposed by the State and distributed to the Counties. The last three taxes are local option gas taxes and are imposed by each County, respectively, according to their discretion. This section describes the legal uses of each gas tax by county governments, the application of the revenues within Miami-Dade County, and provides the estimated county share of tax revenue for each tax vehicle for fiscal year 2003-04.

### 4.1 *State Motor Fuel Taxes Distributed to the County*

#### 4.1.1 **Constitutional Gas Tax (Secondary Gas Tax)**

The State levies a two-cent tax per gallon on motor fuels sold known as the Constitutional Gas Tax (also referred to as the Secondary Gas Tax). Twenty percent (20%) of the Constitutional Gas Tax is directly returned to the county in which it was collected. Eighty percent (80%) of the Constitutional Gas Tax is pledged to the State’s road/bridge bonds which are administered by the State Board of Administration. If no such State bonds exist within a county, the 80 percent Constitutional Gas Tax is remitted to the county in which it was collected. Any excess of the 80 percent portion not needed for State bonds is also remitted. In Miami Dade County, the 80 percent is administered by the Public Works Department (the “PWD”) and the 20 percent flows to the County’s General Fund. The 20 percent portion and the net 80 percent portion (together, the “Constitutional Gas Tax”) are bondable sources of revenue.

The Constitutional Gas Tax must be used for the acquisition, construction and maintenance of roads. In fiscal year 2003-04 Miami Dade County has budgeted to receive a distribution of \$16.435 million (of the 80 percent to Public Works) and a distribution of \$4.1 million (of the 20 percent to MDT and PWD operations), according to the Miami Dade County fiscal year 2003-04 Final Adopted Budget Ordinance. The \$16.435 million in Constitutional gas tax revenues, in addition to \$6.47 million of carryover and \$335,000 of interest income, flows to the Miami-Dade County PWD and funds the Secondary Roads Program.

### **4.1.2 County Gas Tax**

The County Gas Tax, formerly the Seventh-Cent Gas Tax, is a tax of 1 cent on every gallon of motor fuel sold in a county at the wholesale level. The State Department of Revenue administers the tax and redistributes net proceeds to the counties. County Gas Tax proceeds are to be used for transportation related capital and operating expenditures, and may be used as security for revenue bond financing. Miami-Dade County, according to the Miami-Dade County fiscal year 2003-04 Final Adopted Budget Ordinance, will receive a distribution of \$8.74 million in fiscal year 2003-04. Revenue from the County Gas Tax currently flows to support both MDT and PWD countywide operations.

## **4.2 Locally Imposed Gas Taxes**

There are three local option gas taxes imposed in Miami-Dade County; (i) the up to six cents Local Option Gas Tax (the “6-Cent LOGT”), (ii) the Ninth-Cent Gas Tax, and (iii) the Capital Improvement Local Option Gas Tax (the “5-Cent LOGT”). All three local option gas taxes are authorized by the State Legislature and are imposed, with local discretion, by Miami-Dade County.

### **4.2.1 6-Cent Local Option Gas Tax**

The 6-Cent LOGT is a tax of 1 to 6 cents on every gallon of motor fuel and special fuel sold at retail in a county. It may be levied by a majority vote of the governing body or by referendum. The proceeds may be used for transportation expenditures, both capital and operating, including public transportation. The 6-Cent LOGT may be used as security for revenue bond financing. Municipalities within each county receive a portion of the total tax proceeds. Miami-Dade County levies the full 6 cents and, according to the Miami-Dade County fiscal year 2003-04 Final Adopted Budget Ordinance, will receive a distribution of \$41.921 million in fiscal year 2003-04. Revenue from the 6-cent LOGT currently supports countywide operations for both the PWD and MDT. This distribution to the County has dropped in recent years because the interlocal agreement between the County and the County’s 34 municipalities adjusts for new incorporations (70.7 percent to the County in fiscal year 2003-04 as opposed to 72.86 percent to the County in fiscal year 2001-02).

### **4.2.2 Ninth-Cent Gas Tax**

The Ninth-Cent Gas Tax, formerly the Voted Gas Tax, is a tax of 1 cent on every gallon of motor fuel and special fuel sold in a county. It may be levied by an extra-majority vote of the governing body or by referendum. Pursuant to Florida Statutes, the Ninth-Cent Gas Tax was required to be levied on special fuels in every county beginning January 1, 1994. The proceeds are to be used for establishing, operating and maintaining a transportation system, including both capital and operating expenditures. Counties are authorized to expend funds in conjunction with the state or federal government for joint transportation projects. The Ninth-Cent Gas Tax may be used as security for revenue bond financing. Miami Dade County levies the tax and, according to the Miami-Dade County fiscal year 2003-04 Final Adopted Budget Ordinance, will receive a distribution of \$10.568 million in fiscal year 2003-04. Revenue from the Ninth-Cent Gas Tax currently supports countywide operations for PWD and MDT.

### **4.2.3 5-Cent Capital Improvement Local Option Gas Tax**

Passed during the 1993 legislative session, the 5-Cent LOGT is a tax of 1 to 5 cents on every gallon of motor fuel, but not special fuel, sold at retail in a county. It may be levied by a majority plus one vote of the governing body or by referendum. The proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan, including public transportation. The proceeds may not, however, be used for operations. The 5-Cent LOGT may be used as security for revenue bond financing. Miami Dade County began levying 5-cents per gallon in 1994. The levy was reduced to 3 cents per gallon in 1996 and, according to the Miami Dade County fiscal year 2003-04 Final Adopted Budget Ordinance, will receive a distribution of \$19.83 million in fiscal year 2003-04. Revenue from the 5-Cent LOGT flows to the Local Option Gas Tax Program which is administered by the PWD. The Local Option Gas Tax Program currently supports both the PWD and MDT.

### **4.3 Road Impact Fees**

Road impact fees are assessed by Miami-Dade County by the Department of Planning and Zoning and transferred to the Department of Public Works (DPW), at the district level, against developers and new development for the purposes of financing required infrastructure, such as roads, necessary to support the new development. All road impact fees flow to the Road Impact Fee Program and are applied to a variety of projects including road and bridge capacity improvements, road widening and resurfacing, traffic control device installation and intersection and safety improvements. Road impact fees collected within a specific district must be reallocated and spent within that same district. Revenue generated from road impact fees in fiscal year 2003-04, according to the Miami-Dade County 2003-04 Final Adopted Budget Ordinance, is estimated to be \$16.562 million of new revenues, \$90.1 million of carryover, and \$338,000 of interest earnings.

### **4.4 Summary Forecast of Gas Taxes & Road Impact Fees**

There are two ways to describe gas tax revenues: (1) by source and eligible use or, (2) by the program they currently support. In this section, we describe the gas tax revenues individually, by source, and present a summary chart as to their eligible uses and their current applications. Presenting the information in this way allows MPO officials to better understand the underlying resources and permits them to reallocate those resources in a different manner, consistent with the permissible uses, in the future if so desired. Later in the report, these same financial resources are described according to the current program (e.g. the Secondary Road Program) they support.

**Table 4.4.1 Revenue Forecast: Gas Tax and Road Impact Fees**

	<b>Gas Tax &amp; Road Impact Fee Revenue Forecast FY 2010 - 2030 <sup>(1)</sup></b> <b>(Thousands, 2003\$)</b>					
<b>DPW Revenue Source</b>	<b>FY 2010 Subtotal</b>	<b>FYs 11-15 Subtotal</b>	<b>FYs 16-20 Subtotal</b>	<b>FYs 21-25 Subtotal</b>	<b>FYs 26-30 Subtotal</b>	<b>21 Year Total</b>
<b>Revenue Sources</b>						
Secondary/Constitutional Gas Tax	\$ 18,455	\$ 88,698	\$ 83,015	\$ 77,697	\$ 72,719	\$ 340,584
County Gas Tax	\$ 7,855	\$ 37,751	\$ 35,333	\$ 33,069	\$ 30,950	\$ 144,958
Local Option Gas Tax (6-cent)	\$ 37,675	\$ 181,072	\$ 169,471	\$ 158,613	\$ 148,451	\$ 695,282
Local Option Gas Tax (5-cent)	\$ 17,822	\$ 85,653	\$ 80,165	\$ 75,029	\$ 70,222	\$ 328,891
Ninth Cent Gas Tax	\$ 9,498	\$ 45,647	\$ 42,722	\$ 39,985	\$ 37,424	\$ 175,276
Road Impact Fees	\$ 13,679	\$ 63,058	\$ 55,006	\$ 47,982	\$ 41,855	\$ 221,581
<b>Total Revenue</b>	<b>\$ 104,984</b>	<b>\$ 501,879</b>	<b>\$ 465,713</b>	<b>\$ 432,375</b>	<b>\$ 401,621</b>	<b>\$ 1,906,572</b>
1. Revenues are projected using 2003-04 Final Adopted Budget Ordinance as the baseline, inflated using VMT estimates						

Gas tax revenues were forecasted using projected vehicle miles traveled (VMT) provided by the MPO's consulting engineers from the 2030 Travel Demand Model. According to the Travel Demand Model, VMT is projected to increase at a compounded annual growth rate of 1.42 percent between 2000 and 2030. These annual projections are then discounted with an inflationary rate of 2.77 percent, based on data provided by the FDOT, and presented in year 2003 dollars. Because gas tax revenues are projected to grow below the rate of inflation, the long term revenue estimates are declining, when presented in constant, 2003 dollars.

The 6-Cent LOGT, with a current levy of six cents generates the largest amount of revenue of the 21-year period with approximately \$695 million. The Secondary Gas Tax is projected to generate slightly more than the 5-Cent LOGT, even though the latter is currently levied at a 3-cent level while the former is levied at 2 cents per gallon. Revenues for the Secondary Gas Tax (2-cent levy) are projected higher than revenues for the 5-Cent LOGT (3-cent levy) due to the fact that the Secondary Gas Tax is applied to all fuels, while the 5-Cent LOGT applies to only gas and gasohol, and the County retains a larger proportion of collections under the Secondary Gas Tax versus the 5-Cent LOGT. The Secondary Gas Tax is projected to generate approximately \$340 million through 2030, while the 5-Cent LOGT is projected to generate approximately \$328 million through 2030.

Road impact fee revenues are dependent upon commercial development trends and are very difficult to project over any time horizon. PFM began with the 2003-04 baseline budget estimate of \$16,562,000 and held this number constant through 2030. Discounting these no-growth estimates results in declining revenues when stated in terms of constant 2003 dollars (i.e. decreasing revenues in "real terms"). As noted above, road impact fees collected within a specific district must be reallocated and spent within that same district. Forecasts for road impact fees are estimated to be \$221 million between 2010 through 2030.

As revenues are described for each gas tax revenue source, their eligible uses along with their current applications may be useful for County decision makers when considering how best to allocate available funding resources towards future transportation needs. Presented below is a table that summarizes the eligible use for each gas tax and the current application. Data regarding the current tax revenue application was provided by staff in the County's OMB.

**Table 4.4.2 Gas Tax Revenues: Eligible & Current Uses**

<b>Revenue Source</b>	<b>Eligible Uses</b>	<b>Current Uses <sup>(1)</sup></b>
<b>Secondary/Constitutional Gas Tax</b>	Acquisition, construction and maintenance of roads. Bondable for the same purposes.	20% to Countywide General Fund for operating support; 80% used for PWD construction fund. Currently used for the Secondary Roads Capital Program.
<b>County Gas Tax</b>	All legitimate County transportation purposes. Can be used for both PWD and MDTA needs.	MDT and PWD countywide operations
<b>Local Option Gas Tax (6-cent)</b>	All legitimate transportation purposes. Can be used both for PWD and MDTA needs.	MDT and PWD countywide operations
<b>Local Option Gas Tax (5-cent)</b>	All County Capital transportation purposes. Can only be used for either PWD or MDTA for capital improvement needs.	Supports local road construction and MDT through the LOGT Program
<b>Ninth Cent Gas Tax</b>	All County transportation purposes.	MDT and PWD countywide operations
1. Current uses provided by the County OMB		

## 5.0 DIRECTLY GENERATED MODAL AGENCY REVENUES

### 5.1 *Miami-Dade Transit (MDT)*

MDT is a unit of Miami-Dade County government and is responsible for the construction and operation of Metrobus, Metrorail, Metromover, and Special Transportation Services (STS) in the County. Metrorail consists of 22.4 track miles of rail service throughout Miami-Dade County, with 22 stations. Metrobus consists of over 875 buses and more than 94 routes that provide local and limited-stop service, express bus service from north and south Miami-Dade County, and service to all Metrorail stations. MDT currently operates approximately 30 million bus revenue miles as of fiscal year end 2003. The Metromover is a free automated people-mover system that serves downtown Miami from Omni to Brickell and connects with Metrorail at the Government Center and Brickell stations. It consists of a 4.4 mile elevated rail system with 21 stations. MDT also provides Special Transportation Services (STS) to individuals who cannot ride fixed route transit because of a mental or physical disability.

MDT's long term capital and operating program has grown significantly with the recent voter approved half cent sales tax to support transit investments and other transportation related projects and the concurrent adoption of the People's Transportation Plan (PTP). On November 5, 2002, voters in Miami Dade County approved a County ordinance proposed by the Board of County Commissioners (BCC) to levy and impose a one half of one percent Charter County Transit System Surtax for the purpose of funding transit and roadway improvements in Miami Dade County. The Peoples Transportation Plan (PTP) was included as Exhibit 1 of the ordinance and listed specific transit and roadway improvements to be supported by the proposed half-cent surtax. Under the PTP, MDT anticipates increasing its bus fleet to 1191 buses by 2007, with a corresponding increase in annual bus revenue miles to 43.5 million revenue miles by 2007. The current version of the PTP pro forma also represents a rail capital expansion program through 2033 that totals \$5.27 billion (2003\$).

In addition to MDT improvements, as per the ordinance, 20 percent of gross sales tax proceeds shall be distributed annually to cities in Miami-Dade County (based upon a pro rata share determined by population). Municipalities must then apply 20% of the portion received to transportation improvements. Sales tax proceeds must also be used to support approximately \$470 million in capital improvements for programs administered by the County Department of Public Works (DPW).

Long term revenue estimates for MDT are based upon the most recent PTP pro forma approved by the Board of County Commissioners (BCC) and the Citizens Independent Transportation Trust (CITT) in December, 2003. It should be noted that this most recent version of the PTP pro forma includes periodic fare increases, beginning in 2007, proposed (not adopted) by MDT staff. It also represents a very large rail capital program; \$5.27 billion (2003\$) through 2033. Federal and state participation levels are assumed to be 50 percent and 25 percent, respectively. Revenue estimates from federal and state capital sources will fluctuate with the size of the rail program. For example, if MDT's program is determined to be too ambitious in terms of federal and state participation levels, then program costs will have to be reduced and federal and state revenues will be something lower than represented in the current forecast. In short, though the

PTP pro forma is the most current basis for estimating revenues for the 2030 LRTP update, the PTP is a dynamic program which may change over time. As the PTP changes, so too will revenue forecasts for MDT. The following assumptions were used in forecasting long-term MDT revenues:

- Bus O&M Costs increase at 3.6% annually beginning in 2007 (near term labor contract increase accounted for through 2006)
- \$5.27 billion (2003\$) Rail Capital Program through 2033.
- Rail Capital Federal Funding participation equal 50%
  - Not to exceed \$100 million in any single year
- State and Other participation 25%
- Rail Capital Local Funding 25%
- Federal Section 5307 Funds:
  - 2004 Estimate: \$40,000,000
  - Compounded Annual Growth Rate: 4%
- Federal Section 5309 Funds Rail Modification Funds:
  - 2004 Estimate: \$12,000,000
  - Compounded Annual Growth Rate: 4%
- State Block Grant Funds:
  - 2004 Estimate: \$16,300,000
  - Compounded Annual Growth Rate: 1.6%
- General Fund Subsidy:
  - 2004 Estimate: \$118,600,000
  - Compounded Annual Growth Rate: 3.5%
- Local Option Gas Tax:
  - 2004 Estimate: \$14,800,000
  - Compounded Annual Growth Rate: 1.5%
- Sales Tax Revenue:
  - 2004 Net Estimate: \$130,000,000
  - Compounded Annual Growth Rate: 5.9%
- Increased base bus and rail fares beginning in 2007 (\$0.25); increase every 5 years through 2022 by \$0.50

MDT forecasted revenues have been discounted, using recommended FDOT inflationary adjustment factors, and are stated in fiscal year 2003 dollars.

### 5.1.1 MDT Capital Revenues

MDT forecasted revenues for capital improvements are presented in Table 5.1.1. MDT anticipates a significant rail expansion and bus acquisition program under the PTP. Federal and state grant funding sources are projected to be major capital funding sources within the capital expansion program. Specifically, the federal 5309 New Starts grant funds are assumed to fund 50 percent of rail capital project costs, or \$904 million through 2030. (Federal funds are supplemented by commercial paper proceeds in certain years which are eventually repaid by federal funds. State grant funds are assumed to fund 25 percent of rail capital costs, or \$516 million through 2030. Sales tax proceeds are assumed to provide the 25 percent local match for the rail capital program.

Additional capital funding sources include federal section 5309 discretionary bus funds (approximately \$3 million to \$5 million annually), section 5309 rail modernization funds (increasing annually from \$15 million in 2011 to \$31 million 2030), and additional state funds through the Transportation Disadvantaged and Corridor Enhancement program.

**Table 5.1.1. MDT Forecasted Revenues for Capital Improvements**

MDT Revenue Source	MDT Revenue Forecast FY 2010 - 2030 (Thousands, 2003\$)					
	FY 2010 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	21 Year Total
<b>Capital Funding Sources</b>						
Federal 5309 Grant Funds - Rail Capital <sup>(1)</sup>	82,550	522,557	165,816	66,332	66,786	904,042
Federal 5309 Grant Funds - Rail Mod Funds	11,828	60,227	63,774	67,659	71,780	275,269
Federal 5309 Grant Funds - Bus Capital	4,127	18,948	13,789	13,906	12,613	63,385
State Grant and Other - Rail Capital	100,967	261,279	87,923	33,166	33,393	516,728
State Grant - Bus Capital	-	-	-	-	-	-
State Trans. Disad. & Corridor Enhancement	5,445	26,294	24,810	23,410	22,088	102,047
MDT LOGT	13,323	64,172	60,282	56,628	53,195	247,599
<b>Total Capital Revenue</b>	<b>218,240</b>	<b>953,477</b>	<b>416,395</b>	<b>261,100</b>	<b>259,856</b>	<b>2,109,069</b>
<b>Operating Revenue</b>						
System Fares and Other Operating Revenues	113,127	729,018	899,077	1,013,938	969,572	3,724,732
Federal 5307 Formula Funds	42,366	219,509	232,880	247,065	262,114	1,003,934
State Block Grants	14,627	71,201	66,830	63,114	59,239	275,010
MDT General Fund Subsidy	119,505	608,369	627,213	647,094	668,000	2,670,181
Interest Income	3,016	10,375	1,280	2,859	11,676	29,206
<b>Total Operating Revenue</b>	<b>292,640</b>	<b>1,638,472</b>	<b>1,827,280</b>	<b>1,974,069</b>	<b>1,970,601</b>	<b>7,703,063</b>
<b>Other Revenue Sources</b>						
1/2 cent Sales Tax Revenue <sup>(2)</sup>	146,121	814,538	959,375	1,119,515	1,306,385	4,345,933
<b>Total Other Revenue Sources</b>	<b>146,121</b>	<b>814,538</b>	<b>959,375</b>	<b>1,119,515</b>	<b>1,306,385</b>	<b>4,345,933</b>
<b>TOTAL REVENUE</b>	<b>\$ 657,002</b>	<b>\$ 3,406,487</b>	<b>\$ 3,203,050</b>	<b>\$ 3,354,684</b>	<b>\$ 3,536,843</b>	<b>\$ 14,158,065</b>
1. Includes Commercial Paper proceeds to be repaid with 5309 Funds						
2. 1/2 cent Sales Tax Revenue is net of 20% payment to municipalities						
*Totals may not add due to rounding						

### 5.1.2 MDT Operating Revenues

MDT forecasted revenues for operations and maintenance are presented in Table 5.1.1. Over the twenty-one year period fare revenues comprise the largest source of operating revenue for MDT. However, as noted previously, these fare revenue estimates include the assumption of periodic fare increases between 2007 and 2022. Specifically, fare increases are assumed to take place in 2007 (\$0.25 base fare increase), 2012 (\$0.50 base fare increase), 2017 (\$0.50 base fare increase) and 2022 (\$0.50 base fare increase). Even with these fare increases, MDT assumes that the

County General Fund subsidy will continue to increase at 3.5 percent annually and the County's contribution from the LOGT will grow at 1.5 percent annually.

Both the federal section 5307 funds and the state block grant funds are presented as an operating revenue source. In actuality, these revenues may be applied to meet either capital or operating needs. Currently, MDT uses their 5307 funds to meet some operating needs (defined as "preventative maintenance") as well as to some capital needs, such as bus purchases. MDT's application of the 5307 funds will likely remain flexible, between capital and operations, over the future years. MDT currently applies all the state block grant funds towards operations.

Sales tax revenues are listed as a separate revenue source and may be used to support both capital and operating needs. The current PTP pro forma shows sales tax proceeds supporting operations and the capital program through pay-as-you-go cash contributions and bond issuance. Sales tax revenue bonds are anticipated to be issued to support project acceleration. Debt service on the sales tax revenue bonds will be supported and paid by sales tax revenues over the term of the particular bond issue. In addition to supporting MDT services, 20 percent of the sales tax proceeds are required to flow to cities in Miami-Dade County, of which 20% must be used for transportation. The 20% municipal contribution has already been deducted out for purposes of this report. Another \$470 million (YOE) is required to support PWD roadway improvements, equal to \$121,233,947 in 2003 dollars.

Proceeds from bonds or other financing strategies are not presented in the description of MDT's revenues. Instead, the underlying revenue streams (e.g. sales tax revenues) that support any financing proceeds are listed.

## 5.2 Miami-Dade Expressway Authority (MDX)

The Miami-Dade Expressway Authority (MDX) is a State-sanctioned, locally administered, independent agency responsible for the operation and maintenance of five major expressway facilities in Miami-Dade County, Florida: (i) SR 112 – Airport Expressway, (ii) SR 836 – East-West (Dolphin) Expressway, (iii) SR 874 – South Dade (Don Shula) Expressway, (iv) SR 878 – Snapper Creek Expressway, (v) SR 924 – Gratigny Parkway. All but one (SR 878) are toll roads. Approximately 500,000 commuters travel MDX roadways daily.

MDX's purposes and powers include, among others, the power to (1) acquire, hold, construct, improve, maintain, operate, own and lease an expressway system; (2) fix, alter, change, establish, and collect tolls, rates fees rentals, and other charges for the services and facilities of its expressway system; and (4) borrow funds to finance the expressway system.

MDX completed its 2020 Master Transportation Plan in 1998 based on an assessment of Miami-Dade County's mobility infrastructure requirements through year 2020. The Master Transportation Plan includes a financing plan to fund the projected costs of the identified capital improvement projects. The \$800 million identified in the MDX Fiscal Year 2002-2006 Work Program and the capital improvements identified for the period of Fiscal Years 2006 through 2020 in the Master Transportation Plan are planned to be funded through toll revenue and debt issuance paid by future toll revenues.

More than 95 percent of MDX revenues are estimated to come from tolls collected on MDX expressways. Toll revenues projected in the financing plan are based on a traffic and revenue analysis that considered future toll increases, elasticity impacts, system expansions, new regional roadway facilities, network improvements and increased traffic volumes. For the purposes of the LRTP update, the capital cost of the MDX projects is fully funded by the Authority based on its financing plan. In addition, the financing plan assumes that the system toll revenues during this period are fully spent in the implementation of MDX capital improvement projects, debt service and operation and maintenance of the MDX facilities.

**Table 5.2 Miami-Dade Expressway Authority Net Revenue Estimates**

	MDX Revenue Forecast FY 2010-2030 (Thousands, 2003\$)					
Miami-Dade Expressway Authority	FY 2010 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	21 Year Total
Net Revenue Sources	\$ 75,854	\$ 370,895	\$ 346,813	\$ 310,307	\$ 271,340	\$ 1,375,209
1. Net Revenues provided by MDX, discounted to 2003\$						

## 5.3 Miami-Dade County Department of Public Works

The Public Works Department (PWD) is a unit of Miami-Dade County Government and is responsible, among other duties, for developing and maintaining the County traffic control and roadway infrastructure. This section describes the current and forecasted revenues associated with three major transportation programs administered by the DPW: (i) the Secondary Road Program, (ii) the Local Option Gas Tax Program, and (iii) the Road Impact Fee Program. The first two programs are supported by gas tax revenues. Additional gas tax revenues flow through the PWD to support transportation operations throughout the county. The Countywide operating program supported by the gas tax revenues are also described in this section. In addition to the PWD programs described here, there is an additional \$470 million in PWD capital improvements that are included in the PTP plan. Those improvements are included under the MDT program which encompasses the PTP plan.

This section is supplemental to Section 4 where all gas tax revenues are described. This section describes the programs supported by those gas taxes. Gas tax revenues are ultimately presented in terms of their programmatic application in Section 6 where total county wide revenues are summarized. The programmatic application of the gas tax revenues may be cross checked with the revenue forecasts in Section 4 if County officials wish to consider an alternative use of those revenues.

### **5.3.1 The Secondary Road Program**

The Secondary Road Program includes the construction, rehabilitation, and maintenance of arterial and collector roads and bridges within Miami-Dade County. The Program is funded by proceeds from the “Secondary” Gas Tax (i.e. the Constitutional Gas Tax). According to the Miami Dade County fiscal year 2003-04 Final Adopted Budget Ordinance, the Secondary Road Program is budgeted to receive revenues totaling \$23.24 million in fiscal year 2003-04. Of this amount, \$16.4 million represents new Constitutional Gas Tax revenue, \$6.5 million is carryover from the prior year, and \$335,000 is interest income.

Revenues for the Secondary Road Program were forecast by Public Financial Management, Inc. (PFM), through 2030, using the 2003-04 Final Adopted Budget Ordinance as the baseline. The \$16.4 million in new Constitutional Gas Tax revenue was used to estimate the annual revenue yield available, on an ongoing basis, to support this program. The forecasted growth in VMT for Miami-Dade County was used to estimate the growth in fuel consumption and the related revenue that would flow to the Secondary Road Program. According to the Travel Demand Model, VMT is forecasted to grow at an average annual rate of 1.42 percent between 2000 and 2030. This growth figure was applied to baseline revenues for the Secondary Road Program and the resulting revenue estimates through 2030 are presented in Table 5.3.5 below.

### **5.3.2 Local Option Gas Tax Program**

The Local Option Gas Tax Program includes roadway resurfacing, pedestrian pathway improvements, construction, and pavement marking. The Program is funded by a portion of the 5-cent Local Option Gas Tax (of which Miami Dade currently levies only 3 cents) proceeds, and is budgeted to receive \$5.9 million in revenue for fiscal year 2003-04 according to the 2003-04 Final Adopted Budget Ordinance. Of this amount, \$5.07 million is newly collected gas tax revenue and \$830,000 is carryover from the prior year.

Revenues for the Local Option Gas Tax Program were forecast by PFM, through 2030, using County budget figures as the baseline. Only the amount of newly collected gas tax revenue, \$5.07 million, is used as the baseline for recurring revenues available to support the Local Option Gas Tax Program. The forecasted growth in VMT for Miami-Dade County was used to estimate the growth in fuel consumption and the related revenue that would flow to the Local Option Gas Tax Program. According to the Travel Demand Model, VMT is forecasted to grow at an average annual rate of 1.42 percent between 2000 and 2030. This growth figure was applied to baseline revenues for the Local Option Gas Tax Program and the resulting revenue estimates through 2030 are presented in Table 5.3.5 below.

### **5.3.3 Road Impact Fee Program**

The Road Impact Fee is one of many developer impact fees assessed by the County. The Road Impact Fee Program includes road and bridge capacity improvements, road widening and resurfacing, and safety improvements. The Program is funded entirely with road impact fee proceeds, and is budgeted to receive \$16.6 million in new revenues, \$90.1 million in carryover and \$338,000 of interest earnings in fiscal year 2003-04.

PFM forecasted Road Impact Fee revenues through 2030. Road impact fee revenues are dependent upon commercial development trends and are very difficult to project over any time horizon. PFM began with the 2003-04 baseline budget estimate for new revenues (net of carryover) of \$16.6 million and held this number constant through 2030. Discounting these no-growth estimates results in declining revenues when stated in terms of constant 2003 dollars (i.e. decreasing revenues in “real terms”). Road Impact Fee revenue estimates are presented below in Table 5.3.5.

### **5.3.4 Operating Revenues**

The Public Works Department estimated total operating and maintenance revenues for the transportation program at \$47 million in fiscal year 2003-04. For the purposes of this analysis, operating costs associated with the Causeway Program (\$12.6 million) were subtracted from the total to provide a baseline operating revenue estimate for roadway operations (largely supported by gas taxes). The resulting operating and maintenance baseline revenue estimate associated with the PWD is estimated to be \$34.6 million in fiscal year 2003-04.

Operating revenues for the PWD transportation roadway programs were forecast by PFM assuming that operations are largely supported by the various state and local gas taxes that flow to the County. This assumption is based upon the allocation of gas tax revenues, prepared by staff from the County’s Budget Office and described in Section 4.3. The forecasted growth in VMT for Miami-Dade County was used to estimate the growth in fuel consumption and the related revenue that would flow to the PWD administered roadway operations. According to the Travel Demand Model, Miami-Dade County VMT is forecasted to grow at an average annual rate of 1.42 percent between 2000 and 2030. This growth rate was applied to the baseline estimate of operating and maintenance revenues and extended through 2030 to provide a long-range forecast. Operating and maintenance revenues for the three programs are presented below in Table 5.3.5.

### 5.3.5 Forecasted Revenues

Revenues, for both the capital and operating and maintenance programs, for the Public Works Department were forecast, through 2030, by PFM. Budget estimates for fiscal year 2003-04 served as the baseline from which to forecast revenues. Specific growth rate assumptions for each program are described above.

**Table 5.3.5 Public Works Department Revenue Estimates: 2010 - 2030**

	<b>PWD Road Transportation Program Revenues FY 2010 - 2030 <sup>(1)</sup></b> <b>(Thousands, 2003\$)</b>					
<b>Program</b>	<b>FY 2010 Subtotal</b>	<b>FYs 11-15 Subtotal</b>	<b>FYs 16-20 Subtotal</b>	<b>FYs 21-25 Subtotal</b>	<b>FYs 26-30 Subtotal</b>	<b>21 Year Total</b>
<b>CAPITAL PROGRAM</b>						
Secondary Roads Program	14,771	70,989	66,441	62,184	58,200	272,583
Local Option Gas Tax Program	4,557	21,899	20,496	19,183	17,954	84,089
Road Impact Fee	13,679	63,058	55,006	47,982	41,855	221,581
<b>TOTAL CAPITAL REVENUE</b>	<b>33,006</b>	<b>155,946</b>	<b>141,943</b>	<b>129,349</b>	<b>118,009</b>	<b>578,253</b>
<b>TOTAL OPERATING REVENUE (2)</b>	<b>31,055</b>	<b>149,251</b>	<b>139,689</b>	<b>130,739</b>	<b>122,363</b>	<b>573,097</b>
<b>TOTAL REVENUE</b>	<b>64,060</b>	<b>305,197</b>	<b>281,632</b>	<b>260,088</b>	<b>240,372</b>	<b>1,151,349</b>
1. Program uses are projected from 2003-04 baseline numbers provided by the OMB staff						
2. Operating revenue are only for PWD administered road programs (not for MDT). MDT O&M revenues from gas taxes are accounted for in MDT estimates.						

## 6.0 SUMMARY OF FORECASTED REVENUES THROUGH 2030

This section provides a summary of forecasted revenues that are available to Miami-Dade County for transportation improvements through 2030. The revenue forecasts account for the following agencies/programs: State FDOT Capacity Program funds, State Turnpike funds, MDT funds, and the transportation component (not including the causeway program) of the County Public Works Department (PWD). The FDOT estimates included under the capital revenue estimates below account for the FIHS Construction/Right-of-Way program, the Intermodal Access program, and the Other Arterial Construction/Right-of-Way program. The State FDOT Transit program is not accounted for under the State FDOT revenues below, but rather is accounted for under MDT revenues. Additionally, State FDOT operating and maintenance funds (i.e. the Non-Capacity Program) that would be applied to facilities in Miami-Dade County are not accounted for under operating revenue below, nor anywhere else in this analysis. The State FDOT implements the Non-Capacity Program and associated operation and maintenance improvements throughout the State, and does not provide regional estimates for the Non-Capacity Program revenues.

While Table 6.0 presents estimated funds that will be applied to transportation improvements and operations in Miami-Dade County through 2030, many of these funds have already been programmed and are included in the long range plans of the various departments. For instance, all Turnpike revenues are currently programmed by that enterprise, and as such, do not represent available revenues to be applied to newly identified transportation needs on these representatives systems in Miami-Dade County.

**Table 6.0 Summary of Forecasted Revenues—FY 2010-2030**

	Summary -- Total Forecasted Revenues FY 2010-2030 (Thousands, 2003 \$'s)					
Transportation Program	FY 2010 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	21-Year Total
<b>Capital Revenue</b>						
State FDOT Capacity Program <sup>(1)</sup>	\$ 180,200	\$ 901,400	\$ 854,800	\$ 801,100	\$ 753,300	\$ 3,490,800
State Turnpike Enterprise	62,073	302,565	275,904	241,144	204,312	1,085,999
MDX	75,854	370,895	346,813	310,307	271,340	1,375,209
MDT <sup>(2)</sup>	364,361	1,768,015	1,375,770	1,380,615	1,566,241	6,455,002
DPW	33,006	155,946	141,943	129,349	118,009	578,253
<b>Total Capital Revenue</b>	<b>715,494</b>	<b>3,498,821</b>	<b>2,995,230</b>	<b>2,862,515</b>	<b>2,913,202</b>	<b>12,985,263</b>
<b>Operating Revenue</b>						
MDT	292,640	1,638,473	1,827,280	1,974,069	1,970,601	7,703,063
DPW	31,055	149,251	139,689	130,739	122,363	573,097
<b>Total Operating Revenue</b>	<b>323,695</b>	<b>1,787,724</b>	<b>1,966,969</b>	<b>2,104,808</b>	<b>2,092,964</b>	<b>8,276,160</b>
<b>TOTAL REVENUE</b>	<b>\$ 1,039,189</b>	<b>\$ 5,286,545</b>	<b>\$ 4,962,199</b>	<b>\$ 4,967,323</b>	<b>\$ 5,006,167</b>	<b>\$ 21,261,423</b>
1. \$380.5 million have been subtracted from State FDOT totals and accounted for under MDT revenues						
2. MDT Capital Revenue includes 1/2 cent Sales Tax Revenues						

## 7.0 POTENTIAL NEW LOCAL DEDICATED FUNDING SOURCES

This section describes potential new, dedicated funding sources, and forecasts associated revenues through 2030 that may be available to fund transportation investments in Miami-Dade County. There are two predominant local funding sources for transportation available to counties in Florida: (1) sales taxes and (2) gas taxes. Miami Dade County currently levies a half-cent sales tax and numerous local option gas taxes to support transportation investments. Specifically, the County currently levies a one half of one percent Charter County Transit System Surtax for the purpose of funding transit and roadway improvements in the County as well as the full 6-Cent LOGT, the Ninth-Cent Gas Tax, and three cents of the 5-Cent LOGT.

With Miami Dade voters recently approving the half-cent Charter County Transit System Surtax in November 2002 and the County in the early phases of the implementation of the People's Transportation Plan, additional sales tax revenues are not further examined in this section as a new funding source. While the County does have the option to go to the voters requesting an increase in the sales tax rate, it represents an extension of the existing sales tax and is not examined in further detail here. The 6-Cent LOGT and the Ninth-Cent Gas Tax are currently levied to the statutory limit and do not represent a potential funding source for the County. The County does have the option of levying the remaining authorized two cents of the 5-Cent LOGT in an effort to increase local funds for transportation. The potential incremental revenue from the additional two cents of the 5-Cent LOGT is described below.

### 7.1.1 Potential Incremental 5-cent Local Option Gas Tax Revenues

Passed during the 1993 legislative session, the 5-Cent LOGT is a tax of 1 to 5 cents on every gallon of motor fuel, but not special fuel, sold at retail in a county. The proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan, including public transportation. The proceeds may not, however, be used for operations. The 5-Cent LOGT may be used as security for revenue bond financing. Miami-Dade County currently levies 3 cents of the authorized 5-Cent LOGT. A majority plus one vote of the governing body or a referendum would be needed to increase the current levy.

According to the Miami-Dade fiscal year 2003-04 Proposed Budget, the potential incremental revenue from an additional 2-cent levy (the statutory maximum) would be an estimated \$13.2 (assumes only the county share) million in fiscal year 2001-02. This \$13.2 million in incremental revenue is used as the baseline for projecting potential incremental revenue, through 2030, from an additional 2-cent levy. County VMT growth estimates were used to forecast revenues through 2030.

Because the 5-cent LOGT is assessed per gallon (not on the cost of fuel), revenues are not indexed against inflation, but grow only as additional fuel is consumed. The forecast growth in vehicle miles traveled for Miami-Dade County was used as a proxy to estimate the growth in fuel consumption and the related revenue from an additional 2-cent tax levy. According to the Travel Demand Model, Miami-Dade County population is forecast to grow at an average annual rate of 1.42 percent between 2000 and 2030. This growth rate was applied to baseline revenues

for the 5-Cent LOGT. The resulting revenue estimates for years 2010 through 2030 are presented below.

**Table 7.1.1 Potential Incremental 5-Cent LOGT Revenues**

	<b>Incremental Revenue Potential - 5-Cent LOGT (2 Additional Cents)</b> <b>(Thousands, 2003\$)</b>					
<b>Program</b>	<b>FY 2010 Subtotal</b>	<b>FYs 11-15 Subtotal</b>	<b>FYs 16-20 Subtotal</b>	<b>FYs 21-25 Subtotal</b>	<b>FYs 26-30 Subtotal</b>	<b>21 Year Total</b>
5-Cent LOGT (2 Additional Cents)	14,385	75,045	80,519	86,393	92,694	349,037